

CLASSIFICATION ~~SECRET~~

25X1

CENTRAL INTELLIGENCE AGENCY

REPORT NO.

INFORMATION REPORT

CD NO.

COUNTRY Czechoslovakia

DATE DISTR. 17 September 1951

SUBJECT 1. Zvolen Railroad Station
2. Railroad Lines in Eastern Slovakia

NO. OF PAGES 2

PLACE 25X1

ACQUIRED 25X1

DATE OF INFO. 25X1

NO. OF ENCLS.
(TO BE FOLLOWS)

25X1

SUPPLEMENT TO
REPORT NO.

25X1 DO NOT CIRCULATE

THIS IS UNEVALUATED INFORMATION

25X1

1. Zvolen (Q 49/3 47), a district town with a population of approximately 10,000 is a locomotive terminal and junction of the Szoskoulfalu (Hungary)-Pilskovo-Zvolen-Bratislava and the Margecany-Zvolen-Sahy railroad lines. The main railroad station is about 3 km long, has three tracks and a loading ramp about 300 meters long. The engine houses and running sheds, in which about 1,100 men are employed, have a capacity of 300 locomotives. From 210 to 220 locomotives are permanently stationed there. Three turntables are available. General repairs on locomotives as well as on passenger cars and express coaches are made in the railroad repair shops, which employ about 2,500 men. The coal stocks available are adequate for a period of approximately three months, with 200 locomotives in operation. In the spring of 1949, work on the construction of a shunting station provided with eight tracks was started near the main station; in the fall of 1950 the installation was completed. Work on the construction of the Zvolen-Brad passenger station was started about the same time. The station, which will have six tracks, is scheduled to be completed by the end of the five-year plan. (1)
2. The maximum load for trains operating on the Zvolen-Sahy railroad line leading to the south, has been fixed at 500 tons. Heavy locomotives may not operate on this line. Express trains operate on the Zvolen-Bratislava railroad line which leads to the west. Maximum loads on this line have been fixed at 900 to 1,000 tons. (2)
3. The maximum load for trains with two locomotives operating on the Zvolen-Margecany line, which leads to the east, has been fixed at 1,000 tons. Two locomotives are also required for trains operating on the Zvolen-Vrutky line, which leads to the north. (3)
4. In 1949 the construction of a second track was begun at various points on the standard-gauge line leading from Vrutky to Cierna/Tisou. Details on the present status of this line are not available. (4) Trains with loads of from 1,100 to 1,300 tons may operate between Kosice and Cierna/Tisou. Two locomotives are required.
5. Railroad ties are manufactured in the Bucana Timber Combine east of Zvolen, where a total of 3,000 workers are employed working in three shifts. The largest stocks of ties are said to be kept there.

25X1 Comments.

25X1 (1) These figures are incredible. According to previous information, 60 locomotives

CLASSIFICATION ~~SECRET~~

STATE	NAVY	AIR	ARMY	NAVY	AIR	ARMY	NAVY	AIR	ARMY	NAVY	AIR	ARMY	NAVY	AIR	ARMY

CONFIDENTIAL

Document No. 04

No Change in Class. ☐

☐ Declassified

Class. Changed To: TS S C

Date: 17/08/78 By: 25X1

~~CONFIDENTIAL~~

25X1

~~SECRET~~

25X1

CENTRAL INTELLIGENCE AGENCY

-2-

25X1

25X1

_____ were stationed in Zvolen. This statement appears to be correct. _____

- (2) According to data contained in the Czechoslovakian timetable, express trains operate on the Plesiva-Zvolen-Bratislava line.
- (3) These lines run through mountainous terrain with steep grades.
- (4) The construction of a second track on the line was already planned before World War II. Sections of the second track have been laid in the meantime. Since this line is the only direct connection to the U.S.S.R. it must be expected that the project will be completed.

CONFIDENTIAL 25X1

~~SECRET~~